

ILLEGIB

Approved For Release 2002/06/18 : CIA-RDP74B00836R000300030008-7



Canada
27/0420Z
will P/U in morning.
RLF

25X1A

25X1A

25X1A

DATE 0413Z 27 APR 64

088 1-103 3rd

25X1A

25X1A

FLASH [REDACTED]

PRIORITY [REDACTED]

[REDACTED]

25X1A

1. FIRST REPORT OF CRASHED ARTICLE 382 PILOT [REDACTED]

2. CRASH OCCURED APPROX 5NM NORTH OF [REDACTED] AT 26/2013Z. THIS 25X1A

WAS THE SECOND SIMULATED CARRIER LANDING PRACTICE MISSION OF THE DAY
HAVING ARTICLE 382.

3. FIRST MISSION WAS UNEVENTFUL EXCEPT LEFT WING DROPPED ON FIRST
LANDING. IT WAS DETERMINED THAT SATISFACTORY CONTROL COULD BE
MAINTAINED AND SIX MORE SATISFACTORY LANDINGS WERE ACCOMPLISHED. THIS
WAS DISCUSSED THOROUGHLY BY [REDACTED] PRIOR TO SECOND 25X1A
FLIGHT.

25X1A

4. ARTICLE 382 PILOT [REDACTED] TOOKOFF AT 26/2000Z AND CLIMBED TO
APPROX 13M TO CHECK STALL CHARACTERISTICS PRIOR TO ENTERING CARRIER
LANDING PATTERN. HE ENTERED PATTERN AND MADE FIRST LANDING AT
2010Z. LANDING CONTROL OFFICER [REDACTED] USN, MOBILE OFFICER 25X1A

[REDACTED] CPS REP WERE AT THE MIRROR LANDING
SITE POINT. ON TOUCH DOWN, LEFT WING SKIDDED ON RUNWAY FOR APPROX
50 FEET. POWER WAS APPLIED AND A TAKEOFF WAS MADE WITH AIRCRAFT

S O P
S E C R E T

REF ID: A65232
EXCLUDED FROM AUTO
MAIL FROM MIRROR
AND SECURITY CHECKS

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25X1A

T O P
S E C R E T

[REDACTED] IN 83874

PAGE TWO

25X1A

25X1A

COMPLETELY UNDER CONTROL. AS A PRECAUTIONARY MEASURE [REDACTED]

25X1A

[REDACTED] SUGGESTED PILOT CLIMB BACK UP AND RECHECK STALL

CHARACTERISTICS PRIOR TO NEXT LANDING WHICH WAS RELAYED BY LSO

[REDACTED] PILOT ROGERED ACKNOWLEDGEMENT. AT THIS TIME HE WAS

LEVEL AT APPROX 400 FEET AND HE INITIATED A 45 DEGREE TURN TO THE
LEFT AND COMMENCED SHALLOW CLIMB. CLIMB APPEARED NORMAL.

25X1A

5. [REDACTED] WALKED OUT ON TO RUNWAY TO CHECK FOR WING

25X1A

SKID MARK. [REDACTED] LOOKED UP AND SAW ARTICLE IN A SPIN TO THE
LEFT AT APPROX 3 TO 4M FEET. AFTER APPROX A THREE AND A HALF TURN
SPIN THE ARTICLE STRUCK THE GROUND.

25X1A

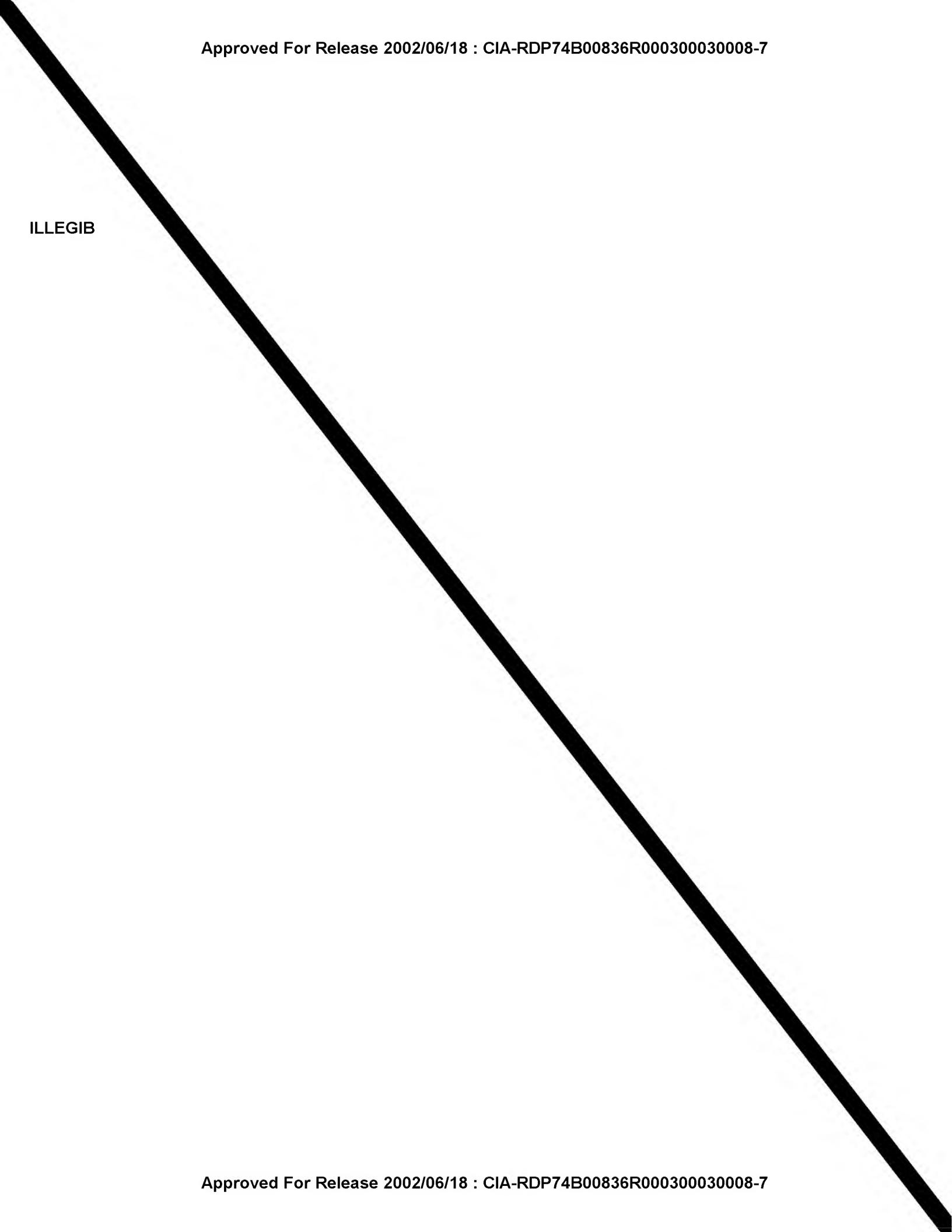
6. THE ARTICLE BURNED ON CONTACT. [REDACTED] BUT WAS TOO
LOW FOR THE CHUTE TO BLOSSOM. HIS BODY WAS CLEAR OF THE SEAT WITH
THE CHUTE PARTIALLY DEPLOYED.

7. CAUSE OF ACCIDENT UNDETERMINED. ADDITIONAL INFO WILL FOLLOW.

END OF MESSAGE

T O P
S E C R E T

ILLEGIB



PRIORITY

25X1A

S E C R E T 270140Z

25X1A

IMMEDIATE [REDACTED] INFO PRIORITY [REDACTED] CITE [REDACTED]

25X1A

[REDACTED] IDEALIST LIFE SUPPORT [REDACTED]

25X1A

THE FRONT LIFTING CHAIN ON THE Q445 SEAT PACK WILL BE
REMOVED IMMEDIATELY ON ALL SEAT PACKS. DO NOT, REPEAT DO NOT,
REPLACE THIS LIFTING CHAIN WITH ANYTHING. ADVISE ON COMPLIANCE.

S E C R E T

CFN: 1503 Q445 NOT REPLACE

GROUP 1
Excluded from automatic
downgrading and
declassification